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FLANNER & BUCHANAN-172 North ladies and children. Office always

STOLEN-Conde bicycle, 1895, No. 15608, Common iron seat post, wood rim. Reward. No uestions asked. Stolen at Irvington. Room 201,

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WANTED-MISCELLANEOUS. OWNER WANTED-July 13 a brown horse, small draft-bred, weight 1,000 pounds, unshod, was left at our livery barn by a stranger. Horse was altched to a cart repainted green; original colo black; good set of harness, nickel mounted. Owner can have property by proving ownership and paying charges. WALKER & EAKES, Fort-ville, Ind.

NOTICE-PILES-Eureka Pile remedy sent post-paid. Costs nothing until cured. Then remit \$1. References Eureka Chemical Company, Nashville, J. S. BAIRD, proprietor, Murfreesboro, Tenn.

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FOR RENT-Large store room, with flour and feed room added. No. 1554 North Illinois street, near Twenty-second. City water, gas, large cellar, large show windows. First-class location for grocery. W. E. MICK & CO. FOR SALE-HORSES AND VEHICLES.

FOR SALE-Harness, \$12.50; for surrey or buggy own hand-made. They are well worth \$15. VANDERPOOL, 226 East Washington

FOR TRADE. TO TRADE-Eighty acres of land one and a half miles east of Worman Station, Jackson county, Indiana; value 100 for property or mortgage on property in central Kansas. A. H. PARKS, Hutchinson, Kan.

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CLAIRVOYANT. CLAIRVOYANT-Skeptics are dumfounded. All those who want to be benefited through the elations made by a genuine clairvoyant should consult Mrs. T Grisweld, who has decided to make Indianapolis her home. She gives advice on business, speculation, love, courtship, marriage and divorce, Everything revealed. Read Sunday ad. Office and residence, 2% East South street, MRS. T. GRISWOLD, Hours, 10 a. m. to \$ p. m.

FOR SALE-BICYCLES.

FOR SALE-Bieyeles, \$45, \$50, \$70. Cash or pay ments. Ladies' and gents' second-hand wheels cheap. Bleyele repairing. Punctures, 25 cents. W. VANDERPOOL, 226 East Washington street.

LEGAL ADVERTISEMENTS. MILTON, Ind., Aug. 10, 1896. to an order of the Wayne Circuit Court, of Wayne county, State of Indiana, I will offer at public sale, upon the premises in Milton, Wayne county, Indiana, at 1:30 o'clock p m., August 21, 1896, the following described property, to wit: The entire plant, machinery, tools, line shafting, pulleys, belting, fixtures and appli-ances, and real estate, belonging to the Kitts Manufacturing Company, of Milton, Ind.; also, neluding its patents on hay tedders and grain drills, with patterns, etc., subject to a certain mortgage executed to Linville Ferguson and Attah Z. Hoffman for \$5.500, a chattel mortgage executed to J. A. Fay & Egan Company for 497.50, and accrued interest, and a chattel mort-

gage executed to the Cincinnati Machinery Company for \$100. Terms of Sale: One-third cash, one-third in six months and one-third in twelve months, purchaser to give notes with approved security, The plant to be sold as a whole. The fixtures, appliances, merchandise, etc., in parcels, or as a whole, to the highest bidder. A. L. SLAGER. Receiver for the Kitts Manufacturing Co. H. C. Fox. Attorney.

SUBURBAN NOTES.

Dr. B. A. Brown, secretary of the Brightwood School Board, has completed the estimates for the coming year. It will require slightly over \$1,000 for tuition and \$1,500 for running expenses. The board will expend about \$150 in repairs and necessary improvements. The ceilings of the new rangement is to be first tried experimentwing, which have been pronounced unsafe, will be strengthened and new blinds furnished throughout the building. The rooms were overcrowded last year, but the only relief in sight is an additional number of desks, as it will require a building of four rooms to accommodate all of the pupils and this, the secretary says, is out of the question at the present time.

Edward Cobb, who was arrested Monday for riding a bicycle on the sidewalks in Brightwood, yesterday pleaded guilty to the charge in Justice Hay's court and was fined 50 cents and cost, making in all \$12.35. The case against his wife, Edna Cobb, was

The trial of the gamblers arrested last Saturday might in West Indianapolis, which was to have been held in Justice Herig's court yesterday, was continued on account of a defect in the affidavit.

Do You Feel Depressed!

Tse Horsford's Acid Phosphate.

WAR ON DIFFERENTIALS

REDUCED RATES OF THE LAKE MICHIGAN FERRY COMPANY MET.

Fight Begun by Western Roads That May Settle an Important Question for Good-Passenger Travel Dull.

All the lines between Chicago and St. Paul have announced that they will follow the lead of the Great Western in meeting the rates made by the Lake Michigan Car Ferry Company. Several of the roads are of the opinion that the present time is the best that can be found for fighting out the tory, and they are strongly of the belief that the car ferry company should be fought to a standstill. A movement was on foot yesterday looking to calling of a meeting of all the Western lines to decide upon some course of action in the matter, but there was but little done. It is probable that the meeting will be held within a few days, however, and that strong pressure will be brought to bear upon the car ferry company to induce it to restore rates to the old standard. The chances are very much against the success of any such undertaking with the ferry company and if it should refuse, then the fight will begin in earnest and it will continue until the fate of the differential in Western territory is settled for good.

Better Class of Men in the Service. In the office of one of the higher officials of an Eastern road a few days ago the character of railway employes in the different departments came up for discussion, the ground being taken that in practically all departments a better grade of men were now in service than ever before. A general manager, to take rank among the foremost, must be a good financial as well as transportation man; a general superintendent must be a man well educated and able to handle men without friction; a superintendent of motive power turn and a way of pushing business when a surplus of \$90,592 is left. required; even the passenger conductor. hold positions, and in an departments the character of the men is much higher than years ago. An employe must not indulge in strong drinks, must be of good habits generally and well up in reading and writreading of orders and of writing. The office of train dispatchers has become an important branch of the service and requires well-educated men, quick to understand orders, to handle trains with the present remarkable exemption from accident. Freight and passenger officials must be among the shrewdest and best educated men in the service; they must be well versed in rates, in the rules of the associations with which they are connected, and quick to seize any advantage their line possesses over a competing one. "Taking every department," said the official who started the conversation, "if a road expects to keep in line with its competitors it must have the best of talent at the head of the departments and well informed men in the subordinate positions." An engineer of maintenance of way remarked that the statements of the superior officer did not apply to section men, as he thought of late there had been inferior men employed: on Eastern roads especially. Italians and Portuguese had taken the places of the Irishmen, who in many cases nelped to build the roads in the Eastern and middle States, and who were very apt at learning the methods of keeping tracks in order, distributing ballast, etc. He supposed that this was the result of the Italans and Portuguese working for 90 cents per day, when the Irishmen thought their work worth \$1.25 to \$1.50. As the matter now stands on a large number of roads only the foremen is competent to lay track or direct any work connected with that department, he dictating what each section man must do. At this point another offi-cial spoke up and said he was on a road which passed through Virginia, and the section foremen were now dismissing the Italians and Portuguese and in their stead employing colored men, who were more easily learned what to do and who turned off more work and worked just as well in the hot sun as in the shade. This matter was discussed in all its phases, and the conclusion was that to secure good men, competent to fill the different grades of service, it was not wise to let the question of pay become of too much importance, as a man in any branch of railroad service should be paid according to his ability and the importance of his position, and that in no branch of service was it wise to em-

ploy a man because he would work cheap regardless of his ability. Joint Traffic Agents.

It is stated in seemingly official talk of

the future of the Joint Traffic Association that within a short time the roads in the association will take up the question of establishing joint agencies at important railroad centers, a matter which was shelved temporarily a few months ago. One article of the Joint Tariff Association agreement reads: "The managers shall freight and passenger agencies as they may deem desirable, provided that if such joint arranged as will give proper representation to each company party hereto." The Buffaio Courier says these agencies were first proposed a number of years ago by the late Jay Gould, when he proposed a plan very much like that upon which the Joint Traffic Association was formed, except that its scope was so broad as to practically take in all the great lines in this country. It did not, however, meet with encouragement from other magnates, either because the time was not considered propitious for the stupendous scheme that Gould advocated, or else it was due to the fact that the little Wizard did not command the confidence and trust which were essential to the success of his propesition. The question of joint agencies, therefore, took a rest, and so did the minds of the army of men who would have lost their positions. No further anxiety was experienced until the formation of the Joint Traffic Association was undertaken. As soon as it became known that the establishment of agencies was included in the general plan the old feeling of uncertainty and unrest prevailed; but in the ideal that the movement of the association would never be successful a faint ray of hope was found. only to have it effectually dissipated when the agreement was finally signed and went into effect. It has been in operation a little more than six months, and the radical changes that have been gradually wrought have indicated that it was only a question of time when this particular subject would be taken up. That time has now arrived, and it may be expected that as soon as Commissioner Blanchard gets back from Europe he will push the matter in a vigorous way. This will not be pleasant news to city passenger and ticket agents, as they will be the first to come under the influence of the new method of handling traffic, but those who are located at important points outside of New York city can find some comfort in the fact that they will not immediately lose their positions, as the ar-

ally in the metropolis.

Passenger Business Light. There seems to be no improvement in the passenger travel in the West, and the roads have rarely known such poor general business as at the present time. Even the home-seekers' excursions that they have been running from time to time have failed to stimulate the traffic to any great extent. The poor business is not confined to any one road ner to any particular portion of the West, but all the roads in all parts of the territory between the Mississippi river and the Rocky mountains seem to suffer alike. The roads are not looking for much of an increase in travel before next spring, as the election, to which some of them lay all their troubles, will not be over in time to enable people to do any amount of traveling for pleasure this year.

Personal, Local and General Notes. J. J. Turner, general manager of the Vandalia lines, is in northern Michigan.

C. W. Risley, superintendent of the Lima Northern, has tendered his resignation. A high official of the Pennsylvania road It invigorates the nerves, stimulates di- makes the statement that the company's specially valuable to tired brain-workers. only to the great Krupp works in Essen. from his confinement. shops at Altoona, Pa., are second in size | night. He looked very bad, and was much worn

At the Altoona shops each month \$275,000 is paid in wages. On Sunday the Big Four will run a dollar round-trip excursion from Indianapolis to

Dayton system on Monday commenced working but eight hours. The Erie system earned net in the year

ending June 30 \$740,163, an increase over the preceding year of \$195,866. It is now the understanding that the Northern Pacific will be turned over to the new management Sept. 1. One hundred and thirty-one roads earned in July \$41,617,094, an increase over July, 1895, of \$1,610,612, or 4.02 per cent.

D. G. Edwards, passenger traffic manager of the Cincianati. Hamilton & Dayton lines, is at Mackinac island for a ten

The day express trains of the Big Four between Cincinnati and St. Louis now haul a through passenger coach as well as a Another ticket scalping office has been opened on South Hillinois street, making the

Traffic Association, who have been on a ten days' vacation, will resume their labors to-day at New York city.

tracks by the 1st of September. The Illinois Central has purchased 6,200 square miles of land in the Yazoo valley, dississippi, and on Aug. 29 will run a home seekers' excursion to that point. The employes in the Big Four shops at Wabash and on the Michigan division of the Big Four will next week have their

annual excursion and picnic at Warsaw, It is intimated that Wm. Sullivan has Four at this point as a stepping stone to omething better on the Chesapeake &

A number of yardmasters on the Pennstandard with a view of organizing railroad men's sound-money clubs. John McCord, general traveling pessenger on, is in the city. He states that the

Michigan pleasure resort business of the H. & D. this season has been the largest the company has ever had. Mobile & Ohlo, is inclined to be boastful of its earning exhibit for the year ending June 30. The lines earned \$349,982 more

George W. Kittredge, chief engineer of the baggage man and the brakeman must | He states that the company is purchasing be well educated and gentlemanly to long | no new steel this year; neither is it erecting any new bridges, but is keeping expenses down to the lowest possible figure

compatible with efficiency. & Southwestern between Lima and Spencerville has been secured and no efforts ing, for there are but few branches of thought the Cincinnati, Hamilton & Dayton will connect its C., D. & C. branch with the main line at Lima.

The new Roachdale line established beween Cincinnati and Chicago over the Cincinnati, Hamilton & Dayton, the Indiana, Decatur & Western and the Monon is doing a good business, exceeding in volume the expectations of the passenger officials of the lines interested.

One of the results of the visit of General Manager Loree and General Superintendent Miller to the city yesterday was the dismissal of twenty-five or more men in the yards about the Union Station and city freight depot. When business revives many of them will be re-employed.

The Pittsburg, Cincinnati, Chicago & St. Louis has caused boundary stakes to be placed around the ground north of the old Madison and Indianapoils freight station, giving evidence that the company intends to hold all the vacant ground between the sidewalk and the gas company's property. Roads in the territory of the Western Passenger Association have refused to join with the lines of the Transmissouri Association in making a rate of one fare for the round trip for the meeting of the Na-tional Eisteddfod at Denver. They have, however, agreed to make a rate of one and one-third fare for the trip.

Station at Terre Haute, built by William McKeen when president of the Vandalia line, was opened for business, and since opened not an accident has occurred to a passenger or employe within the sta-Fifty-eight passenger trains are handled there every twenty-four hours. The new roads acquired by the Illinois Central necessitate its purchasing additional power, and it has just closed a contract for the building of six ten-wheeled, eighteen eight-wheeled passenger locomotives and four six-wheeled switch engines. The order is divided between the Brooks and the Rogers locomotive works. On account of the duliness of manufacturing interests the Big Four and Pennsylvania line stations in the Indiana gas belt are not doing more than one-half the business they did in 1894 and early in 1895. and it makes a marked difference in the revenue at such stations as Anderson, Marion, Elwood, Muncie and a dozen other

points which might be named. The employes at the various shops of the Big Four appreciate the fact that under instructions from President Ingalis so much work has been provided for the men as possible to enable them to get along without trouble over finances. A large per cent, of these men at Indianapolis and other points are now paying for homes through building and loan associations. Chairman Caldwell, of the Western Pas-

senger Association, has ruled that the term race meet" applies to bicycle races as well as to horse races. The ruling was brought about by the Burlington, which made the "race meet" rate of a fare and a third for the round trip to the State blcycle meeting in Omaha. Chairman Caldwell overruled the rate at first, but after studying the question revised his decision. General Passenger Agent Daly of the curse. Our cause is nobler than that of have authority to organize such joint Lake Erie & Western, announces that the the crusaders, for ours is not a sentiment, ompany will run no more Niagara Falls

excursions this year, which will give the other lines an opportunity to run excursions to the Falls with some show of getting business. Still, the high rate the Joint Traffic Association forces them to charge will prevent many going who would go at the old rate of \$5; it is now \$10. The Cincinnati, Hamilton & Dayton's engineering department recently made a sur-vey of their freight depot ground in this city and it is sald will prepare plans for the erection of a new structure for tem-

2000 a month for the use of their old Beeline station, and as this has been going on for three years it is becoming quite bur-The late tornado at St. Louis destroyed a considerable number of cars of foreign roads, which, under the Master Car Builders' rules, the St. Louis roads must repair or renew. This has raised an interesting question, some of the roads being disposed not to live up to the association agreement, taking the position that when property is destroyed by what in legal phraseology is termed an act of God the courts will not

porary use, if not a permanent building,

the company is now paying the Big Four

compel them to make good the loss or pay Frederick Harrison, general manager, and Robert Turnbull, general superintendent, of the London & Northwestern railway of England, are expected to arrive in New York on Saturday. These gentlemen are coming over on a tour of observation, and after two days' stay in New York will proceed to the Pacific coast, visiting all the places of interest en route to the States and Canada, returning to New York in October. C. A. Barattoni, the general passenger and freight agent of the company in North America, will accompany

the party throughout the tour. The general managers of the roads constituting the Union Railway Company yesterday held their regular monthly meeting. every road but the Monon being represented. The committee to adjust matters with the water works company reported, and the managers ordered the long-pending question settled at once on the basis ecommended by the committee. Contracts for coal were satisfactorily adjusted, and General Superintendent Zion was instructed to renew the fire insurance policy on the Union Railway Station for \$250,000. All other business presented was of little im-

A good-sized row is in prospect over the general passenger agents declining to hereafter furnish free transportation to advance agents of theatrical troupes. The theatrical managers, at a recent meeting in New York, organized for the purpose of fighting the railroad companies, and, while their task is regarded as hopeless, in official quarters, they will have abundant opportunity to present their grievances. The managers claim that the railroads, and particularly the Joint Traffic Association, are preventing the formation of road companies because of the high and stiff rates, and the latest action on the part of the general passenger agents will cause further hard feeling. It begins to look as if the railroads were bent on abol-

ishing the deadhead system. Gov. Matthews Out.

Governor Matthews was at his office again yesterday for the first time since his illness, and then as soon as he learned that the State Board of Tax Commissioners had a quorum without him he went home in order that he might keep his engagement with the Keeley League last

All shops on the Cincinnati, Hamilton & PRELIMINARY BUSINESS MEETING YESTERDAY AFTERNOON.

> Interesting Programme at the Grand Opera House-Stories of Cures Related.

The sixth annual convention of the Keeley League opened yesterday with a preliminary business meeting in the Representative chamber in the Statehouse. Both it and the Senate chamber were decorated in honor of the occasion. American flags and long blue and gold draperies were question of differentials in Western terri- sixth in the city, and all claim to be doing hung from the galleries and two long strings of red, white and blue flags crossed The board of managers of the Joint the center of the large rooms from the four corners. The Denison Hotel, which is the league's headquarters, was also deco-The Toiedo, Ann Arbor & Northern rated and the National League, Indiana, Michigan is making an extraordinary ef-Minneapolis and Woman's League headfort to run trains into Toledo over its own quarters are gay with the league colors. Yesterday morning a "love feast" was held at the Denison and an enthusiastic

time was had, with speeches from some of the prominent leaguers. As the afternoon meeting was rather preliminary a number of delegates spent the time in seeing the city, which they declare is beautiful. The women's branch of been made commercial agent of the Big | the league and the league proper met in joint session and there were about 250 delegates present at this opening meeting.

As President Smith did not arrive till sylvania lines are obtaining the names of evening Mr. North acted as chairman of employes who are in favor of the gold the meeting. After an opening number by a brass band and the invocation had been given by Mrs. Huston, of Pennsylvania, a agent of the Cincinnati, Hamilton & Day- number of short speeches were given by Judge Kenney, of Ohio; Colonel Reed, editor of the Banner of Gold, the league organ, and Mrs. Lenora M. Lake, of St. Hon. James C. Clarke, president of the Louis, third vice president of the Catholic Total Abstinence Union convention for three years, but this is the first year that gross than in the previous year and \$153,888 | the Catholic Union has sent delegates to must be well educated, have an economical more net, and after deducting all expenses | the Keeley convention and Mrs. Lake was

enthusiastically received. Colonel Reid, who was an old newspaper man of New York, spoke of the league as being a practical temperance worker, primarily, and said the sympathy found among the leaguers was a kind found no-The right of way for the new Cleveland | where else. He closed his remarks by paying Indiana a glowing tribute.

Mrs. Lake, who followed him, told of her investigation into the results of the Keeley League and although she had no relatives who had ever been under its treatment she was interested in the league because of the feeling of love and sympathy she had for those diseased from drink. The chairman made the following appointments:

Committee on Credentials-W. F. Gray, of Pennsylvania: C. J. Kenney, of Ohio, and W. S. Kiser, of Indiana. Committee on Auditing-L. F. Pritchard. of North Dakota; J. J. Miller, of Illinois, and Mr. Ferguson, of Indiana.

All the meetings of the convention are open to the public and it is the desire of the league to make them interesting to outsiders. The woman's meeting, held in the Senate chamber, was addressed by Rev. Mr. Williams, of Memphis, who moved many to tears by his elequent recital of his sufferings in past days. At 6:30 the leaguers met at the Denison and, headed by a brass band, they marched to the Union Station, where they met the old soldiers and escorted them to their

At 8 o'clock last night the Grand Opera House was well fined to listen to the league's first programme. Two immense American flags were suspended on each side of the stage. The boxes were hung with blue and gold draperies fastened with It is now three years since the Union yellow resettes; around the balcony in large letters was the motto: "The new gospel teaches us that our first duty toward the victims of drink is to see that the craving is removed." Little banners, one for each State, were planted around the balcony, gallery and pit. The soldiers from Kansas occupied the front row of seats, while members of the league had the boxes

and stalls. After the opening prayer and music there was great applause when President Smith announced the address of welcome by Governor Matthews. The Governor said he welcomed sincerely the Keeley League to Indiana, for, he sald, "a man who rules his spirit is greater than he who takes a city, and the Keeley Leaguers did both. There is no greater honor than to do what the league members are doing - to proclaim their past errors that others might be warned. Sympathy is your bond and ' am my brother's keeper' is your motto, and I think the day is not far distant when the States of our Union will open the way and help you and your work for the uplifting and curing of mankind. The Keeley cure has passed beyond the experimental state, and a tremendous per cent, of those treated are permanently cured." Governor Matthews welcomed the league to Indiana as a victorious army, free from bonds and

knit together by a noble purpose President Smith responded to the address of welcome with a few words, thanking the Governor for his words of encouragement. Mayor Taggart, who was to have given the address of welcome on behalf of the city, was absent, and Mr. Hoenig, of St. Paul's Church, assisted by the choir, gave a vocal solo. Rev. Father Kinsella, chaplain of the Kansas Soldlers' Home, gave the next address. He said: "We are here for a holy purpose. In no struggle should the race be more united than against the drink but a reality. The financial problems of today are naught compared with our work for man and his soul, and we have the interest of homes in our hands. A drunkard is diseased, not morally impaired; therefore not prayers, but medicine, is the cure The Catho'le Church is back of the league, for the Keeley League adds science to the influence of religion and home against intemperance." Rev. Kinsella told of his investigations as to the result of the Keelev cure in the Kansas Soldiers' Home and asked men on their deathbeds if they were really cured by it, and with but one excep-

tion the answer was ves. The choir of St. Paul's Church rendered the anthem, "I Am Alpha," after which the story of his life was related by Mr. J. E. Mowbray, of Philadelphia, Mr. Mowbray is a lawyer of that city, and for eighteen years struggled with the morphine habit without success, till he was cured by Dr. Keeley. Mr. Mowbray is an orator of great ability, and his story last night was full of brilliant bursts of language and given with an intensely dramatic feeling which kept the audience spellbound for over half an hour, and when he reached his climax at the close of his story there was a moment of silence and then tremendous applause on the part of the audience. After a vocal solo by Mr. Harry Eastman Mr. John H. Pierce, of New York, formerly of Indianapolis, gave a short account of his experience with the cure and said the reliability of it was not doubted in the least by those who had tried it. Miss Gehrlein

gave the closing musical number, "A Winter's Lullaby. This morning, at 9:30 o'clock, the woman's branch of the Keeley League will Pittsburg, Pa... 62 hold its meeting in the Senate chamber of Qu' Appelle, N. W. T.... 50 man's branch of the Keeley League will the Statehouse, to which everyone is invit- Rapid City, S. D. 56 ed. A large number of delegates arrived Salt Lake City, Utah.... 68 last night to attend the convention. Tonight, at 8:30, at the Grand Opera House, the programme will be as follows:

Music Orchestra Prayer. Address Mrs. Ives, national president Music.....St. Paul's choir

Milwaukee Wants It in 1898. A telegram was received last night by C. S. Clark, of the Milwaukee Evening Wisconsin, who is attending the Keeley convention, from the Press Club of his city which says: "Press here unites in urging convention of 1898 to abide with us. We will make it interesting. We are with

you in this move. (Signed)
"HERMAN ELEYER, Press Club." Marion County Teachers' Institute. The Marion County Teachers' Institute will be held in Superior Court room No. 2 Aug. 24 to 28, inclusive. Arnold Tomkins, of Illinois State University; L. J. Rettger, of Indiana State Normal School; Miss Lina Parr and W. H. Glascock, of Indianapolis. will be instructors. The sessions are free

and open to all. Antrim Mystery Explained. The supposed murder or suicide at Antrim was exploded yesterday. The horse was identified by its owner, a liveryman

young man, and it is supposed the latter KEELEY LEAGUERS HERE | young man, and it is supposed the latter it wandered away.

FELL DEAD AT WORK.

Richard Tucker Dies of Heart Fail-

ure While Working in a Shop. Richard S. Tucker, an employe at Tucker & Dorsey Manufacturing Company's plant at the corner of State avenue and Bates street, fell forward while working at his machine yesterday morning and when medical aid reached him ne was dead. He has for some time been complaining of pains in the region of his heart and has not been well. The dead man was sixtythree years old and has for thirty years been employed by the company of which his brother is president. He lived with his family at 64 English avenue.

Remains Sent to New York. The remains of Sheldon W. Munger, who died in this city Sunday, were shipped last night to Penn Yan, N. Y., for burial. For a number of years he made his home with his two daughters in this city, Mrs. W. J. Talmage and Mrs. F. C. Fargo. He was a

PERSONAL AND SOCIETY.

Mrs. Clark Maliery is visiting friends in Judge W. A. Woods has gone to Saratoga for a few days. Col. J. R. Henry has just returned from Reading and Atlantic City. Mrs. William Horne will leave to-day for Louisville to be absent six weeks. Mich., to spend some time with friends.

Miss Alice Woods has gone to Bay View, Miss Anna Hendricks will go to Union City the last of this week to visit her brother. George Hammel, jr., has gone to Wawasee to attend the races during this week. Mr. and Mrs. C. E. Hancock and family are visiting friends in Chicago this week. Mrs. Herbert Hadley is home from visiting friends at Logansport, Kokomo and Maxinkuckee. Mr. W. W. Herod will leave to-day for

Herod and family. Mrs. H. L. Anderson, of Ocala, Fla., in the city visiting her mother, Mrs. Conrad Baker, and old friends. Mr. John W. Shaw left yesterday for New York and will sail from there Thursday, going to England and Ireland.

Harbor Point to visit Mrs. William Pertle

Mr. and Mrs. John W. Holtzman have returned from Atlantic City, where they have been the last two months. Mrs. Fred Walker and children, of Rockport, Ind., are visiting her mother, Mrs. L. W. Fisher, on Central avenue.

Mr. and Mrs. A. L. Mason have returned from Spring Lake, N. J., where they have been spending the last three weeks. Mrs. Agnes De Vay has returned from New York, where she went with her son for a few days previous to his departure for Europe. Mrs. Jacquelin S. Holliday will entertain

a few friends at lunch on Friday for her sister, Mrs. Anderson, of Florida, and Mrs. Evans Woollen. Mrs. Hannah Chapman and Mr. A. D. Thomas will leave to-day for Idlewild, near Harbor Point, Mich., where she will visit

Mr. Thomas's family. Mrs. John Darby, of Chicago, and Mrs. F. W. Hamilton, of this city, are visiting their sister, Mrs. Jacob Ewry, at E. O. Mc-Cormick's in Cincinnati. Mrs. J. E. Whelden and children, who have been visiting friends at Martha's Vineyard and other New England towns for two months, returned home yesterday. Mrs. J. A. Risk will entertain the ladies

of Memorial Church this afternoon at her home, No. 1316 North New Jersey street, when a missionary programme will be There will be a lawn festival this evening Windridge, the home of Mr. and Mrs. John W. Ray. The ladies of the Southport Methodist Church have the entertainment in charge.

Mr. William Horne was called to Bedford

Pa., yesterday by the serious illness of his sister, Miss Nettie Horne, who spent last year in this city with Mrs. John J. Appel and made many friends. Mrs. Mary K. Howard, of New York who has been the guest of Mrs. W. A Krag for several days, is now visiting Mr. and Mrs. A. E. Dietrichs and will go tomorrow to Chicago to visit Mr. and Mrs. J. G. Garaghty, formerly of this city. Mrs. Jessie Whitridge DeWolf, of St Paul, formerly a resident of Indianapolis, will sail for Europe this week, where she

of the best foreign masters. FAIR WEATHER TO-DAY.

will remain until next year and finish her

musical education. She intends to sludy in London, Paris and Berlin under some

Prediction and Observation of the Local Weather Bureau. Forecast for Indianapolis and vicinity for the twenty-four hours ending 11 p. m. Aug. 19-Fair weather on Wednesday. General Conditions Yesterday-High barmetric pressure continued east of the Rocky mountains; the area is moving slowly eastward. No great change in temperature occurred; it rose west and fell east of the Mississippi. Rain fell and thunder-storms prevailed from Arkansas and Missouri eastward to North Carolina and from the lower lakes eastward to the Atlantic

FORECAST FOR THREE STATES. WASHINGTON, Aug. 18.-For Indiana and Illinois-Fair and slightly warmer Wednesday; north winds, shifting to east. For Ohio-Generally fair Wednesday, with cool light to fresh north winds.

Tuesday's Local Observations. Time. Bar. Ther. R.H. Wind. Weather. Pre. 66 63 N'west. Pt. cl'dy. .00 7 p. m. .30.14 72 50 North, Clear Maximum temperature, 78; minimum temperature, 61. Following is a comparative statement of the temperature and precipitation Aug. 18:

precipitation Departure from the normal -3 Departure since Aug. 1...... *102 Total departure since Jan. 1.... *572 -5.82C. F. R. WAPPENHANS, Local Forecast Official.

Yesterday's Temperatures. 7 a. m. Max. 7 p. m. Stations. Buffalo, N. Y. 60 Calgary, N. W. T. 50 Chicago, Ill 62 Concordia, Kan... 60 Davenport, Ia.. 60 Des Moines, Ia..... 62 Dodge City, Kan..... 64 Galveston, Tex.. 82 Helena, Mont.. 56 Jacksonville, Fla.. 80 Kansas City, Mo..... 58 Little Rock, Ark...... 76 Minnedosa, Manitoba 42 Marquette, Mich. Memphis, Tenn.. 76 Moorhead, Minn., 54 Nashville, Tenn... 70 New Orleans, La..... 80 Oklahoma, O. T...... Omaha, Neb.. 56 St. Louis, Mo..... 68 St. Paul. Minn 52 Springfield, Ill. 62

Vicksburg, Miss... 76 Washington, D. C. 68 CITY NEWS NOTES

Springfield, Mo. 68

The cars on the College-avenue line will not run to Fairview Park after to-day, except on Sundays. The Sanitary Association discussed parks

yesterday morning. The idea of utilizing the dumps in the neighborhood of Michigan street and Kentucky avenue was approved The Y. P. S. C. E. of the Sixth Presbyterian Church will give a social to-night at the corner of Madison avenue and Coburn street. This church will soon begin work on a new Sunday-school room and the proceeds of this social are for the building fund.

Mrs. Caroline Frankenstein. Mrs. Caroline Frankenstein, aged seventy-five years, died at her home, 418 The funeral will be held this afternoon at the Second German Reformed Church.

Dr. Light Strikes Gas. Dr. R. C. Light, who has been drilling several gas wells at Broad Ripple, has struck gas. The find occurred at 4 o'clock vesterday morning in the first well sunk.

Want Them Here Next Year. The national convention of letter carriers of this city. He loaned the horse to a will be held in Detroit Sept. 7, and the

A pressure of 250 pounds was obtained.

postoffice clerks will meet on Sept. 17 a Denver. Representatives of Indianapolis will endeavor to secure both these conventions for 1897.

A Tramp Bicyclist. William Perry, a tramp bicyclist, spent the night at the police station. He was not under arrest, but was simply given the shelter which would have been denied an ordinary tramp. He says he is a farmer from near Pittsburg, and that he has been tramping awheel since spring, He claimed to have ridden from Wisconsin since Monday morning, and that he went from southern Indiana to Wisconsin last week. He says he wants to get back home now that he is tired of the life.

A Fight with a Burglar.

It is reported that a heavy-set, well-dressed burglar is at work in West Indianapolis. Yes terday morning Mrs. Underwood, of 46 Williams street, was awakened and saw a man trying t cut through a screen. She screamed, and a neighbor got a glimpse of the fellow, Mrs. Mary L. Hoover, of 73 Lee street, says ee fellow got into her house, and that she and her son and daughter had a desperate encounter with him.

On a Tour of Inspection.

The Board of Public Works, together with Mr. Colter and other members of the Council com nittee on contracts and franchises, went down Delaware street yesterday afternoon to look over the Sinker-Davis property, and consider whether it is advisable to grant the Pennsylvania Railroad Company permission to lay tracks across

THE INNS OF OLD.

Their History Reaches Back Beyond Any Known Record.

Good Words. It would be interesting to know who was the first person to keep an inn. The word itself is Anglo-Saxon, signifying a lodging house. Another term was gest hus, a house for guests, or cumena, a house of comers. Near the highroads a few scattered inns were established, where travelers could obtain a night's shelter. Edward the Confessor ordained that if a man lay three nights at the same inn he was to be styled thirdnight-awn-hinde, and the landlord was answerable for him, exactly as if he were one of the servants. A good many alehouses seem to have been dotted about Saxon England. Our sturdy forefathers spent a larg portion of their spare time in them. Chaucer's friar "knew wel the tavernes in every town;" and Dustan found it necessary to ordain that a priest "should in nowise be an alescope," that is, a story-teller or reciter in an alchouse. Efforts were continually made to keep down the number of inns. It the reign of Edward I there were only three in the whole of London. Even in 1555 no more than forty were legally permitted in the metropoils, now spreading out its boundaries on every side. York might have eight: Norwich, Exeter and Cambridge, four; Bristol, six, and Oxford, three. These regulations must have been set at naught in a very wholesome manner, for half a century later there were 400 "houses of call" in that part of London known as the city, and no fewer than twenty-four clustered around Covent Garden. In mediaeva Oxford it was ruled that no "victualler" was eligible for the office of mayor, and this term included an innkeeper. It will be remembered that the "Sweet Swan of Isis," Sir William Davenant, the poet, was the son of an Oxford innkeeper, mine host of the "Crown," a house which tradition de clares was patronized by the immortal Will himself in his journeyings from Warwick-shire to London. The "Crown" is one of our oldest signs. A curious epitaph records

Here lies the body of Matilda Brown. Who, while alive, was hostess to the Crown.

Her son-in-law keeps on the business still; Patient: resigned to the Eternal Will.' The inns of the middle ages were furnished in a very homely style. We know from an old inventory what the famous George Inn at Salisbury was like in the fifteenth century. This house possessed thirteen guest chambers, each with three beds in it, a table on tressels and some oaken benches. People ate and slept in the same apartments indiscriminately. The thirteen rooms were named the Principal Chamber. the Earl's Chamber, the pantry adjoining, the Oxford Chamber, the Abingdon, th 'Squire's, the Lombard's, the George, the Clarendon, the Understent, the Fitzwaryn, the London and the garret. At this pe riod titled persons slept on a bed, common ers on a mattress, a curious distinction. In French and German mediaeval inns a humorous custom prevailed for the punish ment of those convicted of drawing the "long bow." A wooden knife, called a couteau rodomont, was placed by the side of the president of the table, whose duty and privilege it was to put boasters to silence by ringing the bell in the blade, or by blowing a whistle concealed in the handle He then, amid the laughter of the company, handed the knife to the offender, to keep until a greater boaster than himself

could be found. A curious provision was introduced into the Scotch Parliament in 1425, owing to the complaints of the innkeepers that travelers stayed with friends when they came to It was enacted that these henceforth, whether on foot or on horseback should repair to the established hostelry of the place, and that any burgess who took them into his own house should be fined to shillings. Nobles and gentlemen might stay where they pleased, provided that they sent their horses and attendants to the

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